

AIRCRAFT ACCIDENT PACKAGE

MDW-ATCT-0237

SWA1248, B737

December 9, 2005, 0113 UTC

Destroy: June 9, 2008 UTC

MDW-ATCT-0237
SWA1248

Section 1.
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MDW-ATCT-0237
SWA1248

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MDW-ATCT-0237
SWA1248

Section 2.
Certification



Federal Aviation Administration

Memorandum

Date: **MAY 05 2006**

To: Manager, System Operations Litigation

From: Paul J. Sheridan, Area Director, Central En Route
and Oceanic Operations

Subject: Aircraft Accident Package Certification; Reference Aircraft
Accident, SWA1248, B737, December 9, 2005

I certify that the attached Air Traffic Aircraft Accident Package, (MDW-ATCT-0237) has been reviewed, and is complete and accurate.

Attachment

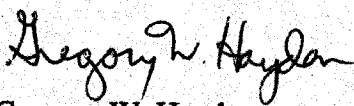


Federal Aviation Administration

Memorandum

Date: February 28, 2006
From: Manager, Midway ATCT
To: Area Director of Central Terminal Operations
Subject: **INFORMATION:** Certification Statement
Aircraft Accident; SWA 1248
Chicago, IL., December 9, 2005

I hereby certify that Air Traffic Aircraft Accident Package, MDW-ATCT-0237, has been reviewed, and it is complete and accurate.


Gregory W. Hayden

MDW-ATCT-0237
SWA1248

Section 3.
FAA Form 8020-6, Report of Aircraft Accident,
and FAA Form 8020-6-1, Report of Aircraft Accident (Continuation Sheet)



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

REPORT DATE

February 22, 2006

REPORT NO.

MDW-ATCT-0237

REPORT OF AIRCRAFT ACCIDENT

NAME OF REPORTING FACILITY

Chicago Midway ATCT

1. AIRCRAFT IDENTIFICATION AND TYPE

SWA1248
Boeing Seven Thirty Seven (B737)

2. DATE/TIME OF ACCIDENT (GMT)

December 9, 2005, 0113 UTC

3. LOCATION OF ACCIDENT

150 feet NW off the end of Runway 31C.
Midway Airport, Chicago, IL

4. NATURE OF ACCIDENT

Upon landing, the aircraft went off the end of Runway 31C.

5. TYPE OF FLIGHT

Air Carrier, IFR Flight Plan

6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNINJURED	INJURED	FATALITY
	Bruce Sutherland	Captain	Lewistown, NY	X		
	Steven Oliver	First Officer	Scotia, NY	X		
	Unknown	Cabin		X		
	Unknown	Cabin		X		
	Unknown	Cabin		X		

7. PASSENGER DATA (If available, list names, addresses, extent of injuries and other information on continuation sheet.)

NUMBER
ABOARD
AIRCRAFT 98

NUMBER
UNINJURED
94

NUMBER
INJURED
4

NUMBER
FATALITIES
0

8. AIRCRAFT DAMAGE

Significant hull damage and the nose gear collapsed

9. PROPERTY DAMAGE

MXT Localizer, a jet-blast fence and the airport perimeter fence were damaged.

10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS

Normal

11. WEATHER DATA

CONDITIONS IN ACCIDENT AREA AT TIME OF ACCIDENT

Midway ASOS - 1910 CST: wind one two zero degrees at nine knots, visibility one half statute mile snow freezing fog, ceiling four hundred broken one thousand four hundred overcast, temperature minus three, dew point minus five, altimeter three zero zero six

REPORT JUST PRIOR TO ACCIDENT

Midway ASOS - 1905 CST: wind one one zero degrees at eight knots, visibility one half statute mile snow freezing fog, ceiling four hundred broken one thousand four hundred overcast, temperature minus four, dew point minus five, altimeter three zero zero six

FIRST REPORT SUBSEQUENT TO ACCIDENT

Midway ASOS - 1920 CST: wind one one zero degrees at five knots, visibility one half statute mile snow freezing fog, ceiling four hundred broken one thousand four hundred overcast, temperature minus four, dew point minus five, altimeter three zero zero six

DATE/TIME
12/09/05
0105 UTC

DATE/TIME
12/09/05
0120 UTC

12. ATIS PERSONNEL INVOLVED

NAME	FACILITY	OPERATING POSITION	CHECK BY REVIEWER
Luis G. Garcia	*(LG)	MDW ATCT	Local Control 2
Robert T. Mischke Jr.	(ME)	MDW ATCT	Ground Control 2
Michael P. Dreger	(MD)	MDW ATCT	Ground Control 1
Robert D. Knize	(BK)	MDW ATCT	Flight Data / Clearance Delivery
Michael A. Julius	(ZT)	MDW ATCT	Operations Supervisor

*Operating Initials

13. SIGNATURE OF FACILITY MANAGER

Gregory W. Hayden

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

January 19, 2006

REPORT NO.

MDW-ATCT-0237

NAME OF REPORTING FACILITY

Chicago TRACON (C90)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

December 9, 2005

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 0103 SWA1248 checks in with Sector One reporting 6,000 feet. Sector One advised VICTOR was current and instructed the pilot to intercept the 31C localizer, and issued 5,500 for the RVR. Pilot acknowledged he would get VICTOR.
- 0104 Sector One identified SWA1248 as being 18 miles from GLEAM and instructed SWA1248 to cross GLEAM at 4,000, cleared for ILS 31C approach. Sector One asked SWA1248 if his speed was 210. Pilot acknowledged 210, cleared for ILS 31C and asked for the altitude. Sector One controller restated 4,000 across GLEAM and 210 speed. Pilot acknowledged. Sector One controller issued breaking action fair except poor at the end. Pilot acknowledged.
- 0106 Sector One instructed SWA1248 to reduce speed to 170 to RUNTS and to contact the tower at RUNTS. Pilot acknowledged.

No More Follows

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)**

REPORT DATE
February 8, 2006

REPORT NO.
MDW-ATCT-0237

NAME OF REPORTING FACILITY

Midway (MDW) ATCT

14. CHRONOLOGICAL SUMMARY OF FLIGHT

December 9, 2005

**ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED**

- 0109 SWA1248 contacted Midway ATCT, was instructed to continue on the approach, issued the current wind and braking reports.
- 0112 SWA1248 requested a landing clearance. MDW ATCT issued a landing clearance for Runway 31C and issued the current winds and updated the braking reports.
- 0113 SWA1248 advised MDW ATCT that the aircraft was off the end of the Runway.
- 0114 MDW ATCT advised SWA1248 that the emergency equipment was notified.

7. Passenger Data, Continued. 8 minor injuries to individuals on the ground and 1 fatality to an individual on the ground.

No More Follows

MDW-ATCT-0237
SWA1248

Section 4.
Normal Service Statement and Certified Indexes

MDW-ATCT-0237
SWA1248



Federal Aviation Administration

Memorandum

Date: January 19, 2006

From: Manager Chicago TRACON, C90-1

To: Chicago-Midway ATCT

Subject: INFORMATION: Normal Service Statement
Aircraft Accident; SWA1248
Chicago, IL., December 9, 2005

All services provided by Chicago TRACON were normal, and there were no pertinent transmissions.

A handwritten signature in cursive script, appearing to read "Joan E. Linnane".
Joan E. Linnane

2 Attachments
Certified Index
FAA Form 8020-6-1

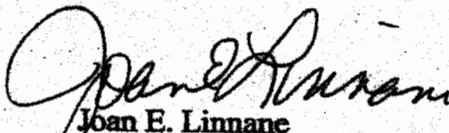
MDW-ATCT-0237
SWA1248

CERTIFIED INDEX

January 19, 2006

I hereby certify that the following originals are on file in this office.

FAA Form 7230-4
FAA Form 7230-10
Personnel Logs
FAA Form 8020-6-1
Flight Progress Strip
Personnel Statements
Original Voice Recording(s)
Certified Cassette Re-recording
Radar Data


Joan E. Linnane
Manager, Chicago TRACON

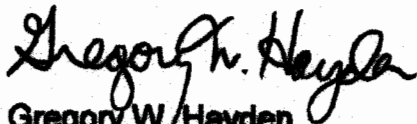
**MDW - ATCT- 0237
SWA1248**

CERTIFIED INDEX

May 17, 2006

I hereby certify that the following originals are on file in this office.

**FAA Form 8020-9
FAA Form 8020-6
FAA Form 8020-8-1
FAA Form 7230-4
Personnel Logs (automated equivalent)
FAA Form 7230-10 (automated equivalent)
FAA Form 7230-8
FAA Form 8020-3
Facility Layout
Airport Diagram
Personnel Statements
Original Voice Recording(s)
Certified Full Transcript**



**Gregory W. Hayden
Air Traffic Manager
Midway ATCT**

MDW-ATCT-0237
SWA1248

Section 5.
FAA Form 7230-4, Daily Record of Facility Operation

DAILY RECORD OF FACILITY OPERATION

PAGE NO.

1 of 1

DATE

12-08-05

LOCATION

CHICAGO

IDENTIFICATION

MDW

TYPE FACILITY

LRAC

OPERATING POSITION

ATCT

CHECKED BY

MANAGER
G. HAYDEN

UTC

REMARKS

0600 R. ZEPEDA ON, WCLC. CFPL: LIGHT SWITCH AT AP2 OTS. ILS RWY 31C APCH IN USE.
 1130 K ROJEK ON ILS4R APCH LAND/DEPART 4'S
 1149 M. KRAYNIK ON, ABOVE NOTED, WCLC.
 1900 B. METZ ON, ABOVE NOTED.
 2047 ILS RWY 31C APPROACH IN USE.
 2119 RWY 4L/22R, 13R/31L, 31R/13L CLOSED.
 2200 M. JULIUS ON, ABOVE NOTED. WCLC.
 2248 TWY Y LIGHTS UNDER CITY CONTROL.
 Q 0114 MDW APRT CLSD DUE POSSIBLE AIRCRAFT ACCIDENT/INCIDENT SWA1248 B737/Q, CFD CALLED
 OUT TO DEPT END RWY 31C.
 Q 0120 MDW ATCT MGR, ROC & COMMAND CENTER NOTIFIED ABOUT SWA1248 ACCIDENT ON RWY 31C.
 0415 R. ZEPEDA ON, ABOVE NOTED.
 0559 COB

I CERTIFY that all entries above are correct; that scheduled operations have been accomplished, except as noted, and all abnormal occurrences and conditions have been recorded.



Federal Aviation Administration

Memorandum

Date: December 9, 2005
To: Aircraft Accident File, MDW-ATCT-0237
From: Air Traffic Manager, MDW ATCT
Subject: ARTS Clock Comparison

With regard to the accident involving SWA 1248, the ARTS clock was checked and the voice recorder was checked by me at 0500 UTC on December 9, 2005 UTC. The ARTS clock was found to be 1 second slower than the voice recorder (DVRs). The entry in the Daily Record of Facility Operation, FAA Form 7230-4, was not accomplished in accordance with FAAO 8020.16.

A handwritten signature in cursive script, reading "Gregory W. Hayden".
Gregory W. Hayden

MDW-ATCT-0237
SWA1248

Section 6.
Personnel Logs (automated equivalent)

ART - Sign On Log

12/09/2005 1:22:23 AM

MDW

Selected Report Dates: 12/07/2005 10:00:00 PM - 12/08/2005 10:00:00 PM

OPINIT	NAME	SHIFT/TYPE	SIGN- IN	SIGN - OUT	LV	OJT	CIC	TOS
RZ	ZEPEDA, ROBERT E	23:00-07:00/R	22:00:00	07:00:00			6+16	1+0
	REMARKS							
JZ	ZIELINSKI, JOHN S	23:00-07:00/R	22:00:00	07:00:00			3+14	1+0
	REMARKS							
MC	CAREY, MARK A	06:00-14:00/R	06:00:00	14:00:00	8+0			
	REMARKS							
CL	CASWELL, CHARLES R.	06:00-14:00/R	06:00:00	14:00:00				
	REMARKS							
CM	CUNNINGHAM,	06:00-14:00/R	06:00:00	14:00:00				
	REMARKS							
MK	KRAYNIK, MICHAEL R	06:00-14:00/R	05:30:00	14:00:00				0+30
	REMARKS							
EW	MINER, ERIC W	06:00-14:00/R	05:45:00	14:00:00				0+15
	REMARKS							
SM	MURPHY, SEAN D.	06:00-14:00/R	05:30:00	14:00:00	1+30			0+30
	REMARKS							
KR	ROJEK, KEVIN	06:00-14:00/R	05:30:00	14:00:00	0+30		0+19	0+30
	REMARKS							
RV	VOSS, ROBERT H	06:30-14:30/R	06:30:00	14:30:00				
	REMARKS							
LP	HUMPAL, ADAM K	07:00-15:00/R	07:00:00	15:00:00	8+0			
	REMARKS							
JI	SAKO, JAMES J.	07:00-15:00/R	06:00:00	15:00:00				1+0
	REMARKS							
AD	SMITH, ALAN R.	07:00-15:00/R	07:00:00	15:00:00	8+0			
	REMARKS							
CC	CONKLIN, MARK C	08:00-16:00/R	08:00:00	16:00:00				
	REMARKS							
RR	STRADER, SCOTT N	08:15-16:15/R	08:15:00	16:15:00	1+0	1+9		

MDW-ATCT-0237
SWA1248

MDW

Selected Report Dates: 12/07/2005 10:00:00 PM - 12/08/2005 10:00:00 PM

OPINIT	NAME	SHIFT/TYPE	SIGN- IN	SIGN - OUT	LV	OJT	CIC	TOS
	REMARKS							
BM	METZ, BRUCE A	09:30-17:30/R	09:30:00	17:30:00	1+0			
	REMARKS							
LG	GARCIA, LUIS G	13:30-21:30/R	12:45:00	00:00:00				3+15
	REMARKS							
BK	KNIZE, ROBERT D	13:30-21:30/R	13:30:00	21:30:00				
	REMARKS							
JS	SACCO, JEFFERY A	13:30-21:30/R	13:30:00	21:30:00			1+2	
	REMARKS							
ZT	JULIUS, MICHAEL A	13:45-21:45/R	13:45:00	01:00:00				3+15
	REMARKS							
LA	ALVAREZ, JOSE L	14:00-22:00/R	14:00:00	22:00:00				
	REMARKS							
MD	DREGER, MICHAEL P	15:00-23:00/R	15:12:00	23:00:00	0+12			
	REMARKS							
ME	MISCHKE, ROBERT T.	15:00-23:00/R	14:00:00	01:00:00				3+0
	REMARKS							
JM	MYERS, JOSEPH E	15:00-23:00/R	14:00:00	23:00:00			0+56	1+0
	REMARKS							

MDW-ATCT-0237
SWA1248

Section 7.
FAA Form 7230-10, Position Logs (automated equivalent)

POSITION LOG

Fac ID:	MDW	Log Date:	12/08/2005
Pos ID:	LC2	Pos Type:	LC

TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0600		1149		LC1	LC
1150	SM	1159	C		
1200	EW	1322	C		
1323	JT	1416	C		
1417	KR	1444	C		
1445	SM	1529	C		
1530	EW	1629	C		
1630	RR	1736	C		
1737	KR	1852	C		
1853	LG	1929	C		
1930	LG	2000	C		
2001	ME	2041	C		
2042	JS	2137	C		
2138	BK	2237	C		
2238	MD	2331	C		
2332	JM	0038	C		
0039	LG	0137	C		
0138	JM	0207	C		
0208	JS	0226	C		
0227	JS	0303	C		

FAA Form 7230-10 (Electronic)

POSITION LOG

Fac ID:	MDW	Log Date:	12/08/2005
Pos ID:	LC2	Pos Type:	LC

[illegible]

FAA Form 7230-10 (Electronic)

POSITION LOG

Fac ID: MDW

Pos ID: GC2

Log Date: 12/08/2005

Pos Type: GC

TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0600		1149		LC2	LC
1150	KR	1159	C		
1200	KR	1240	C		
1241	SM	1405	C		
1406	EW	1419	C		
1420	RR	1420	C		
1421	RR	1529	C		
1421	RV	1529	T		
1530	KR	1631	C		
1632	SM	1733	C		
1734	EW	1841	C		
1842	RR	1945	C		
1946	BK	2054	C		
2055	LG	2155	C		
2156	JM	2239	C		
2240	LG	2349	C		
2350	LA	0100	C		
0101	ME	0154	C		
0155	LA	0320	C		
0321	JM	0404	C		

FAA Form 7230-10 (Electronic)

POSITION LOG

Fac ID: MDW

Pos ID: 6C2

Log Date: 12/08/2005

Pos type: GL

[illegible]

FAA Form 7230-10 (Electronic)

POSITION LOG

FAC ID: MDW

Pos ID: GCL

Log Date: 12/08/2005

Pos Type: GC

[illegible]

FAA Form 7230-10 (Electronic)

POSITION LOG

Fac ID:	MDW	Log Date:	12/08/2005
Pos ID:	CD	Pos Type:	CD

Log Date: 12/08/2005
Pos Type: CD

TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0600		1159		LC1	LC
1200	JT	1237	C		
1238	RV	1334	C		
1335	KR	1415	C		
1416	RV	1420	C		
1421	EW	1449	C		
1450	JT	1601	C		
1602	RV	1644	C		
1645	JT	1740	C		
1741	RV	1824	C		
1825	JT	1900	C		
1901	RV	1936	C		
1937	JS	2000	C		
2001	JM	2059	C		
2100	JM	2115	C		
2116	MD	2155	C		
2156	LA	2304	C		
2305	ME	0009	C		
0010	JS	0107	C		
0108	BK	0303	C		

FAA Form 7230-10 (Electronic)

POSITION LOG

Fac ID:	MDW	Log Date:	12/08/2005
Pos ID:	CD	Pos Type:	CD

Log Date: 12/08/2005
Pos Type: CD

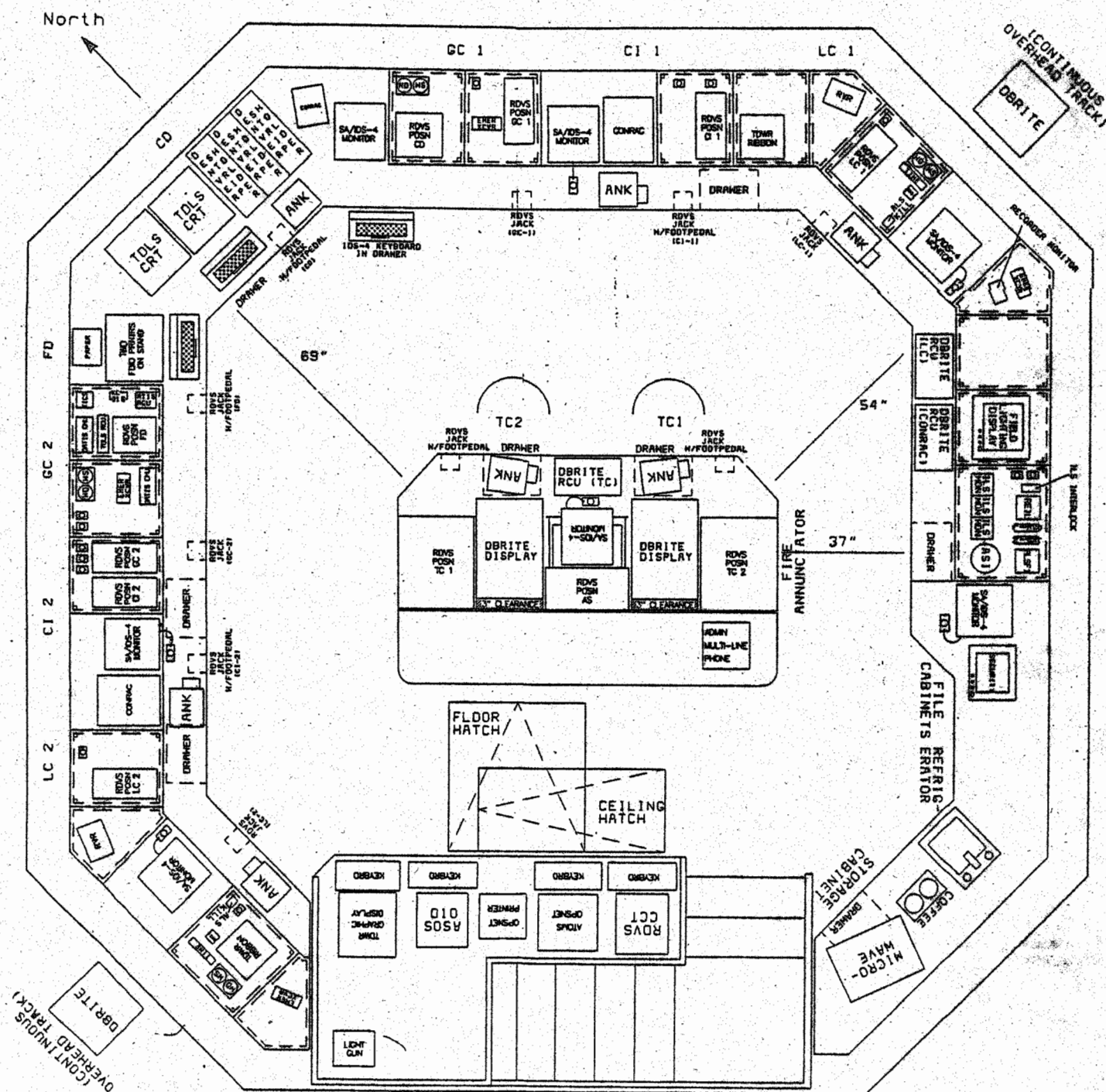
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FAA Form 7230-10 (Electronic)

MDW-ATCT-0237
SWA1248

Section 8.
Facility Layout Chart

Chicago - Midway ATCT



MDW-ATCT-0237
SWA1248

Section 9.
Airport Diagram

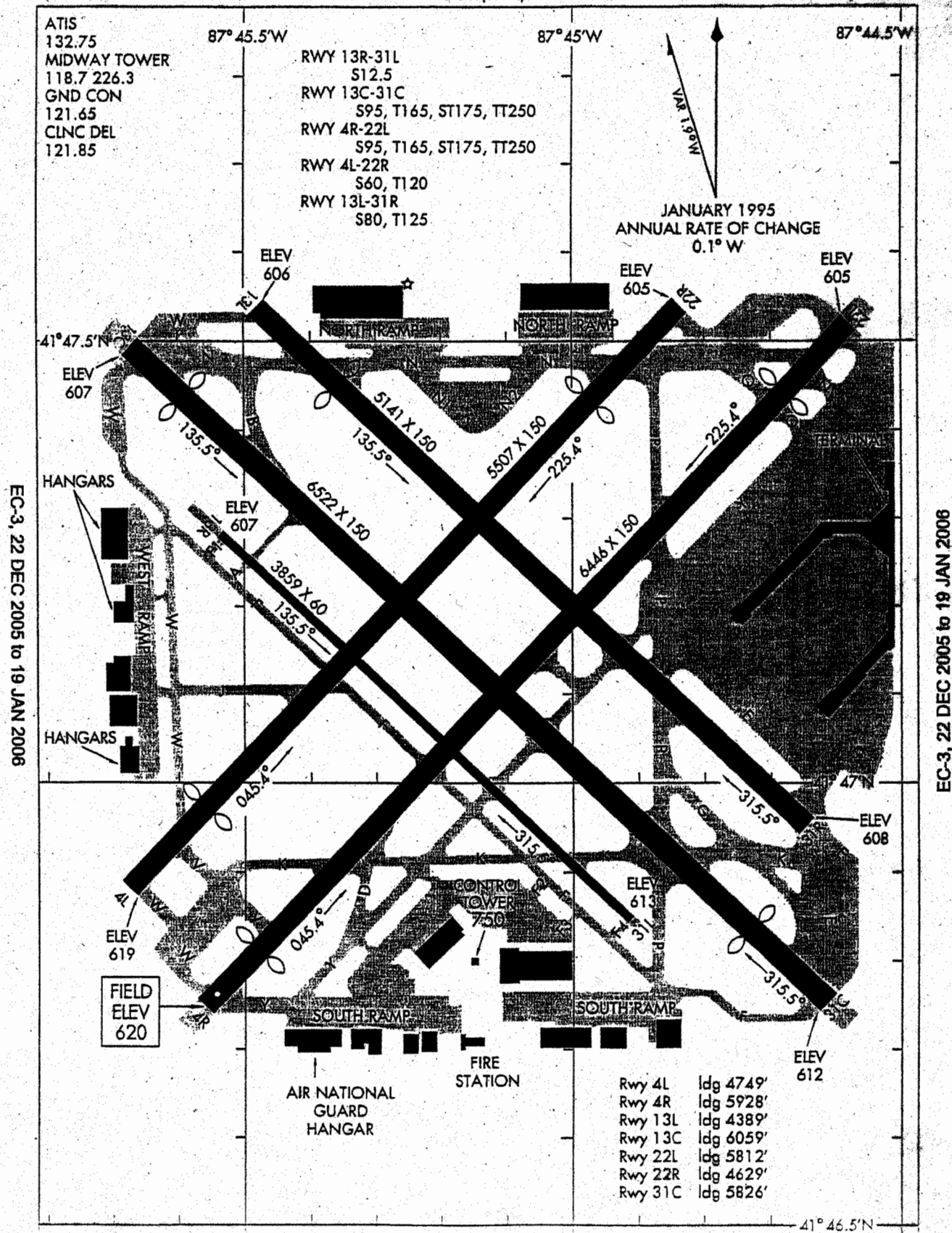
MDW - ATCT - 0237
SWA1248

This diagram is not to scale

AIRPORT DIAGRAM

AL-81 (FAA)

CHICAGO MIDWAY INTL (MDW)
CHICAGO, ILLINOIS



EC-3, 22 DEC 2005 to 19 JAN 2006

EC-3, 22 DEC 2005 to 19 JAN 2006

MDW-ATCT-0237
SWA1248

Section 10.
Flight Progress Strip, FAA Form 7230-8, Terminal Cut

MDW - ATCT - 0237
SWA1248

Midway ATCT

SWA1248

¹
T/B737/Q

768



0510

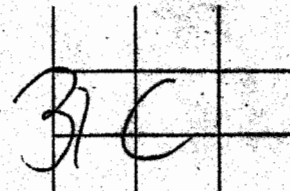
ANSUM

HALIE

A0032

IFR

MDW



MDW-ATCT-0237
SWA1248

Section 11.
Transcriptions of Voice Recordings

MDW-ATCT-0237
SWA1248



Federal Aviation Administration

Memorandum

Date: May 17, 2006
From: Midway ATCT
To: Aircraft Accident File MDW-ATCT-0237
Subject: **INFORMATION:** Full Transcript
Aircraft Accident, SWA1248
Chicago, IL., December 9, 2005

This transcription covers the Midway ATCT Local Control 2 position for the time period from December 9, 2005, 0103 UTC, to December 9, 2005, 0122 UTC.

Agencies Making Transmissions

Midway ATCT, Local Control 2
Chicago Tracon-Sector 1
Southwest 2947
Southwest 2512
Southwest 727
Southwest 1830
Gulfstream 1159 N264CL
Cessna 500 N565CC
Gulfstream IV N603KF
Unknown
Southwest 1248
Beechjet 40A N45LX
Airport Operations Vehicle 81
Southwest 107
Airport Operations Vehicle 83
Chicago Tracon-Departure
Lear 31A N197PH
Southwest 1199


Abbreviations

LC
SEC 1
SWA2947
SWA2512
SWA727
SWA1830
N264CL
N565CC
N603KF
UNK
SWA1248
N45LX
AP81
SWA107
AP83
DEPT
N197PH
SWA1199

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SWA1248

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I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving SWA1248.


Gregory W. Hayden
Air Traffic Manager
Midway ATCT

0103		
0103:03	LC	say again
0103:04	SEC 1	rescan eight two three golf alpha for me
0103:08	LC	okay i'll try him again
0103:19	LC	southwest twenty nine forty seven you can contact ground point six five
0103:22	SWA2947	southwest twenty nine forty seven
0103:24	LC	*(rog) are you clear of three one center now
0103:27	SWA2947	we are
0103:28	LC	thank you
0104		
0104:09	LC	southwest twenty five twelve runway four right turn left heading two two zero cleared for takeoff
0104:17	SWA2512	left turn two two zero cleared for takeoff on four right southwest twenty five twelve

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SWA1248

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0104:22 LC southwest seven twenty seven midway tower your discretion
runway four right position and hold

0104:29 SWA727 *(ah) southwest seven twenty seven we need to return to the
gate

0104:33 LC southwest eighteen thirty turn right contact ground point six
five

0104:38 SWA1830 right turn point six five eighteen thirty

0104:41 LC southwest seven twenty seven did you time out

0104:44 SWA727 no our wing isn't clear it's *(uh) it's *(uh) it's contaminated

0104:49 LC okay *(uh) southwest seven twenty seven turn right on runway
four right and i'll have more for you *(uh) as you go along

0104:57 SWA727 okay we'll turn right onto runway four right do you want us
to proceed down the *(ta) down the *(uh) runway

0105:02 LC yeah

0105:03 SWA727 *(kay)

0105:04 LC gulfstream two six four charlie lima midway tower at your
discretion runway four right position and hold

0105:10 N264CL position hold four right two six four charlie lima

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SWA1248

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0105:14 LC southwest seven twenty seven did they assign you a gate yet

0105:17 SWA727 we're gonna call right now sir stand by

0105:19 LC okay

0105:24 LC southwest twenty five twelve a left turn heading two two zero
maintain three thousand contact departure *(g) day

0105:32 SWA2512 twenty five twelve going departure and left turn two two zero

0105:51 SWA727 *(kay) southwest seven twenty seven can you give me a
clearance limit on the runway please

0105:55 LC *(ah) yes sir sorry *(bout) that *(um) hold short of runway
three one center for now

0105:59 SWA727 hold short of three one center southwest seven twenty seven

0106:03 LC yeah when *(uh) you go *(uh) when you get over by kilo which
is the next *(uh) half right turn southwest seven twenty seven i
want you to look at it and see if it will be *(uh) good enough for
you *(da) exit at kilo and then rejoin yankee

0106:14 SWA727 okay we'll take a look

0106:20 N565CC tower five six five charlie charlies with you inside runts

0106:29 N565CC falcon five six five charlie charlies with you inside runts

MDW-ATCT-0237
SWA1248

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0106:35 LC southwest seven twenty seven *(uh) disregard the kilo just continue down the runway and hold short of runway three one center please

0106:41 SWA727 southwest seven twenty seven wilco

0106:44 LC and five charlie charlie midway tower the winds are zero nine zero at seven braking action good for the first half poor for the second half runway three one center cleared to land

0106:55 N565CC five charlie charlie

0107
0107:21 SWA727 southwest seven twenty sevens crossing three one left

0107:25 LC southwest seven twenty seven roger cross runway three one left and hold short of runway three one center

0107:30 SWA727 southwest seven twenty seven hold short of three one center

0107:46 N603KF midway tower gulfstream six zero three kilo fox with you coming up on runts

0107:50 LC gulfstream six zero three kilo foxtrot midway tower *(uh) runway three one center braking action reported good for the first half poor for the second half the winds are zero nine zero at seven cleared to land

0108
0108:08 N603KF *(kay) we copy that thirty one center cleared to land six zero three kilo foxtrot

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SWA1248

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0108:36 SEC 1 midway local sector one these southwest are worried about
the *(uh) braking action can you report what you're getting
out of the citation

0108:43 LC i will

0108:44 SEC 1 okay thanks

0108:44 LC on the gulfstream you mean

0108:45 SEC 1 *(uh) the citation that just landed

0108:47 LC oh okay

0108:47 SEC 1 anything

0108:49 LC okay

0108:49 SEC 1 thanks

0109
0109:05 LC five charlie charlie say braking action

0109:08 N565CC it's poor right now

0109:09 LC okay five charlie charlie when you can make a left turn
did you pass *(uh) alpha already

0109:13 N565CC yeah we did

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0109:14 LC okay left turn at the end then contact ground point six five
let me know when you're clear of three one center

0109:19 N565CC five charlie charlie roger

0109:20 LC southwest seven twenty seven cross runway three one center
hold short of *(ah) you know what we don't have enough time
you're too far back just stay right there

0109:28 SWA727 okay we *(uh) southwest seven twenty seven we have bravo
twenty when we can get to it

0109:31 LC bravo twenty when you can get to it okay hold short of three
one center

0109:34 SWA727 southwest seven twenty sevens holding short of three one
center

0109:37 LC three kilo foxtrot and you're still cleared to land three one
center

0109:41 N603KF cleared to land three one center kilo foxtrot

0109:44 LC five charlie charlie you clear yet

0109:45 N565CC yes sir we're clear

0109:47 LC five charlie charlie roger *(uh) contact ground point six
five thanks for your help

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SWA1248

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0109:50 UNK (unintelligible) *(rog) thanks

0109:52 SWA1248 southwest twelve forty eight three one center

0109:56 LC southwest twelve forty eight midway tower continue for three one center the winds zero nine zero at nine braking action reported good for the first half poor for the second half

0110:04 UNK thank you

0110:27 LC southwest seven twenty seven cross runway three one center hold short of runway three one right

0110:36 SWA727 southwest seven twenty seven cross three one center hold short of three one right

0110:40 LC gulfstream three kilo foxtrot say braking action

0110:44 UNK fair to poor

0110:46 LC three kilo foxtrot thank *(uh) thank you very much can you make a left on alpha

0110:51 N603KF stand by

0110:53 LC if unable just let me know and then go to the end

0110:55 N603KF yeah we can make the left on alpha

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SWA1248

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0110:57 LC alright three kilo foxtrot left turn on alpha and cross three one left hold short of the foxtrot

0111:03 N603KF okay a left on alpha and cross thirty one left hold short of fox six zero three kilo foxtrot

0111:09 LC southwest seven twenty seven turn right on runway *(uh) one three left three one right and contact one two one point six five he knows where you where you're going

0111:19 SWA727 we're going to bravo twenty with turn right onto *(uh) three one *(uh) right one three left and we'll contact ground thank you

0111:30 LC gulfstream three kilo foxtrot *(um) hold short of foxtrot and contact ground point six five please

0111:37 N603KF hold short of foxtrot and point sixty five three kilo fox

0112
0112:25 SWA1248 landing clearance for southwest twelve forty eight

0112:26 LC southwest twelve forty eight runway three one center cleared to land wind zero nine zero at nine braking action fair to poor

0112:33 UNK (unintelligible) *(kay)

0112:52 SEC 1 midway local sector one

0112:55 LC braking action fair to poor by *(da) gulfstream

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SWA1248

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0112:57 SEC 1 fair to poor okay are you going to send the *(uh) brooms out
after nineteen fifty two i got exec jet that's about twenty
five in trail but i'll slow him down give you a thirty mile gap

0113:05 LC we'll see what we can do i'll call you back

0113:06 SEC 1 alright

0113:07 LC november four charlie lima runway four right turn left heading
two five zero cleared for take off

0113:12 N264CL left heading two five zero cleared for takeoff four charlie lima

0113:20 N45LX and four five lima xray's holding short four left

0113:25 UNK (unintelligible) right

0113:26 LC i'm sorry say again

0113:30 LC say again please

0113:31 UNK he said four five lima xray's holding short of four right sir

0113:35 LC five lima xray midway tower roger runway four right position
and hold

0113:38 UNK (unintelligible)

0113:42 UNK [REDACTED] me

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0113:46 LC what was that southwest twelve forty eight are you clear of three one center

0113:50 SWA1248 southwest twelve forty eight we went over the end

0113:52 LC say again

0113:53 SWA1248 we went off the end of the runway

0113:58 N45LX you want four romeo *(uh) four lima xray to hold position *(uh) *(sho) sir

0114:02 LC southwest twelve forty eight midway tower do you need *(uh) equipment

0114:05 SWA1248 yes sir we do

0114:08 LC southwest twelve forty eight roger we'll get the equipment out as soon as possible *(uh) stand by

0114:18 N45LX you still want four five lima xray in position sir

0114:20 LC five lima xray *(uh) midway tower affirmative position and hold four right

0114:25 LC four charlie lima *(uh) turn left heading two five zero contact departure

0114:29 N264CL switching

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0115:00 LC november five lima xray runway four right turn left heading two five zero cleared for take off

0115:06 N45LX two five zero left turn four right cleared to go five lima xray

0115:26 LC southwest twelve forty eight we got the *(uh) runway closed and *(uh) equipment's on the way

0115:31 SWA1248 okay thank you

0115:35 AP81 midway tower airport nine eight eighty one on the atlantic ramp like to take *(ah) yankee over to three one center three one center north *(uh) west bound

0115:50 LC southwest one zero seven midway tower runway four right position and hold

0115:55 SWA107 four right position and hold southwest one zero seven

0115:58 LC november five lima xray left turn two five zero maintain three thousand contact departure

0116:03 N45LX and we're in the left turn two five zero three thousand five lima xray

0116:08 AP81 midway tower airport eighty one

0116:12 LC airport eighty one midway tower

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0116:14	AP81	airport eighty one on uh the atlantic ramp like to take yankee to three one center three one center northwest bound to the aircraft
0116:21	LC	airport eighty one proceed as requested join three one center drive three one center full length and report when you get there
0116:27	AP81	airport eighty one driving yankee to three one center three one center north bound
0116:44	AP83	tower airport eighty three i'll be on three one center
0116:47	LC	say again
0116:49	AP83	airport eighty three i'll be on the center
0116:51	LC	airport eighty three roger
0116:59	AP81	airport eighty one crossing four right four left
0117:02	LC	airport eighty one cross four right and four left
0117:14	N45LX	tower four five lima xray i'm sorry did you tell us to switch over
0117:18	LC	say again
0117:19	UNK	(unintelligible) clear four right four left

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0117:20	DEPT	hey midway i'm not talking to that four *(lim) five lima xray he needs to tighten up his turn to stay within the sid
0117:25	LC	five lima xray left turn to two five zero and i need you to tighten it up now turn left heading two two zero
0117:30	N45LX	two two zero five lima xray
0117:32	LC	five lima xray contact *(uh) you know what just stay with me
0117:34	N45LX	okay we'll stay with you
0117:36	LC	i shipped him a few minutes ago and he's *(uh) i turned him to a two twenty heading just now you want him higher
0117:44	DEPT	no no leave him at three
0117:46	LC	okay
0117:48	LC	november five lima xray fly heading of two two zero you're radar contact level at three thousand
0117:52	N45LX	five lima xray two two zero
0117:54	LC	contact departure five lima xray let *(em) know you're on a two twenty heading
0117:57	N45LX	okay two twenty heading and to departure five lima xray

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0118

0118:26 LC

southwest one zero seven we've just shut down the airport
sir we're gonna have to send you back to *(da) gate

0118:32 SWA107

roger that southwest one zero seven

0118:36 LC

southwest one zero seven you can taxi down the runway
and hold short of the foxtrot taxiway just remain on this
frequency for now and *(uh) call your company and see if
they got a gate for you please

0118:46 SWA107

okay *(uh) we'll taxi on hold short of foxtrot will do

0118:50 SWA107

southwest one oh seven

0119

0119:01 N197PH

and tower lear one nine seven pop hotel we were holding
short of four right *(uh) i don't know if we could make a one
eighty or if we've got somebody behind us but what do you
want us to do

0119:10 LC

seven papa hotel *(uh) midway did you *(uh) come out of
atlantic

0119:14 N197PH

a firm

0119:15 LC

seven papa hotel turn right onto runway four right when
you get to *(ah) kilo i want you to look at that taxiway and
*(uh) assess it let me know if you can get on to it back into
atlantic

0119:27 N197PH

okay we'll taxi on four right behind the southwest there and
we'll take a look at kilo *(uh) let you know

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0119:37 LC southwest eleven ninety nine midway tower same goes for you turn right onto runway four right and then just *(uh) continue down four right until i tell you to do *(somein) else and call the company and see if they got a gate for you

0119:48 SWA1199 *(kay) down four right southwest eleven ninety nine

0119:54 SWA107 tower we're southwest *(uh) one oh seven where do you want us to hold short of

0120
0120:07 SWA107 (unintelligible) tower southwest one oh seven where did you want us to hold short of

0120:12 LC southwest one zero seven hold short of runway three one center for now please

0120:15 SWA107 roger holding short of three one center southwest one oh seven

0120:48 LC southwest twelve forty eight midway tower

0120:57 LC southwest twelve forty eight midway tower

0121
0121:10 LC southwest *(uh) one zero seven uh did you get a gate yet

0121:17 SWA107 he's working on it (unintelligible)

0121:22 LC *(kay) and eleven ninety nine did you get a gate yet

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SWA1248

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0121:26 SWA1199 *(ah) eleven ninety nine unfortunately no i think our ops is going to be pretty busy for a minute

0121:30 LC alright you know what and then *(uh) you guys just sit on that runway *(ah) the airports shut down anyway and hold short of three one center for me please

0121:37 SWA1199 okay we'll hold short of three one center on *(uh) fours southwest eleven ninety nine

0121:42 LC you know i got you guys *(uh) southwest *(uh) one zero seven you're the one with the *(uh) new mexico

0121:48 UNK yes

0121:49 LC okay just want to make sure

0121:50 UNK *(kay)

1021:51 LC and southwest one zero seven you can move up just a little bit more for me please up to and short of three one center

1021:56 UNK big *(uh) drifts there wondered if we could go up here to foxtrot

0122:01 LC southwest one zero seven *(uh) taxi ahead across *(uh) foxtrot taxiway that's the taxiway in front of you and then *(uh) you can hold short of three one center for me please

0122:09 SWA107 *(kay) hold short of three one center southwest one oh seven

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SWA1248

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0122:13 LC

*(ah) seven papa hotel *(uh) you can turn right on foxtrot then
right on yankee and taxi to atlantic

0122:18 N197PH

*(kay) right on fox and yankee to atlantic seven papa hotel

End of Transcript

*This portion of the re-recording is not entirely clear, but this represents the best
interpretation possible under the circumstances.

MDW-ATCT-0237
SWA1248

Section 12.
FAA Form 8020-3, Facility Accident/Incident Notification Record

ALPHABETICALLY
541248
12/8/65
ALPHA
HIGHWAY ATCT (HMM)

[illegible]

Date: September 22, 2004

FAA Form 8020-3 (Revised 03/2002)

MDW-ATCT-0237
SWA1248

Section 13.
FAA Form 8020-26, Personnel Statements

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

PERSONNEL STATEMENT

1. NAME OF REPORTING FACILITY:

Chicago Midway ATCT

2. REPORT NUMBER:

MDW-ATCT-0237

3. AIRCRAFT IDENTIFICATION AND TYPE:

SWA1248 - B737

4. LOCATION OF ACCIDENT/INCIDENT:

150' NW of MDW Airport, IL, USA

5. DATE/TIME OF ACCIDENT/INCIDENT (UTC):

December 9, 2005: 0113UTC

6. EQUIPMENT ATTACHMENT:

☐ YES ☒ NO

7. NAME (OPERATING INITIALS):

Luis Garcia (LG)

8. TITLE:

ATCS

9. POSITION AND TIME (UTC):

Local Control 2: 0039 / 0137UTC

10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

11. TEXT OF STATEMENT:

☐ ORIGINAL ☒ SUPPLEMENTAL

I DO NOT REMEMBER WHAT THE
VARIOUS SETTINGS OF THE
OPERATIONAL EQUIPMENT WERE
AT THE TIME OF THE
ACCIDENT.

12. SIGNATURE OF WITNESS:

13. DATE OF SIGNATURE:

2/23/06

**PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
CHICAGO MIDWAY AIRPORT TRAFFIC CONTROL TOWER**

ACTION: Complete in accordance with FAA Order 8020.11, Paragraph 75 Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw what and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident. Therefore, speculations, hearsay, opinions, conclusions, and/or extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving Sn/A 1298
On 12/8/05 at CHICAGO (UTC). My name is BOB MISCHKE (M.E.).
I am employed as an air traffic control specialist by the FAA at the Chicago
Midway Airport Traffic Control Tower. I was working the GC 2 position
from 2101 10154 (UTC).

Text of Statement:

Working GC 2 AC IN question was not
on my frequency. Runway was clear of all vehicle
and A/C traffic when Sn/A 1298 appeared over the
threshold. I did not see A/C after mid field, heard
LC say A/C is off end of runway.

I reserve the right to amend this statement at
any time.

Signature

Date

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PERSONNEL STATEMENT

1. NAME OF REPORTING FACILITY:
Chicago Midway ATCT

2. REPORT NUMBER:
MDW-ATCT-0237

3. AIRCRAFT IDENTIFICATION AND TYPE:

SWA1248 - B737

4. LOCATION OF ACCIDENT/INCIDENT: *Chicago, IL*
150 NW of MDW Airport

5. DATE/TIME OF ACCIDENT/INCIDENT (UTC):
December 9, 2005: 0113UTC

6. EQUIPMENT ATTACHMENT:

☐ YES ☒ NO

7. NAME (OPERATING INITIALS):

Bob Mischke Jr. (ME)

8. TITLE:

ATCS

9. POSITION AND TIME (UTC):

Ground Control 2: 0101 / 0154 UTC

10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEIOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

11. TEXT OF STATEMENT:

☐ ORIGINAL ☒ SUPPLEMENTAL

I do not remember what the various settings of the operational equipment, were at the time of the incident.

12. SIGNATURE OF WITNESS:

13. DATE OF SIGNATURE:

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
CHICAGO MIDWAY AIRPORT TRAFFIC CONTROL TOWER

ACTION: Complete in accordance with FAA Order 8020.11, Paragraph 75 Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw what and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident. Therefore, speculations, hearsay, opinions, conclusions, and/or extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving SWA1248
On 9 Dec 05 at 0113Z (UTC). My name is Mike Dreger (MD).
I am employed as an air traffic control specialist by the FAA at the Chicago
Midway Airport Traffic Control Tower. I was working the GCI position
from 0018 / 0124 (UTC).

Text of Statement:

I was working/talking to City/Airport (Plows, Brooms, Deicers, etc)
Vehicles, ~~I did not~~ do not recall anything about the approach
or landing of SWA1248 until I heard someone in the tower say
that the aircraft had run off the end of the runway.

I reserve the right to amend this statement as more information
becomes available.

Mike Dreger
Signature

9 Dec 05
Date

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

PERSONNEL STATEMENT

1. NAME OF REPORTING FACILITY:
Chicago Midway ATCT

2. REPORT NUMBER:
MDW-ATCT-0237

3. AIRCRAFT IDENTIFICATION AND TYPE:
SWA1248 - B737

4. LOCATION OF ACCIDENT/INCIDENT: Chicago IL
150 NW of MDW Airport MD 22 Feb 06

5. DATE/TIME OF ACCIDENT/INCIDENT (UTC):
December 9, 2005: 0113UTC

6. EQUIPMENT ATTACHMENT:
☐ YES ☒ NO

7. NAME (OPERATING INITIALS):
Mike Dreger (MD)

8. TITLE:
ATCS

9. POSITION AND TIME (UTC):
Ground Control: 0018 / 0124 UTC

10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

11. TEXT OF STATEMENT:

☐ ORIGINAL ☒ SUPPLEMENTAL

I do not remember what the various settings of the operational equipment were at the time of the accident.

12. SIGNATURE OF WITNESS:

Mike Dreger

13. DATE OF SIGNATURE:

27 Feb 2006

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
CHICAGO MIDWAY AIRPORT TRAFFIC CONTROL TOWER

ACTION: Complete in accordance with FAA Order 8020.11, Paragraph 75 Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this **accident** can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw what and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident. Therefore, speculations, hearsay, opinions, conclusions, and/or extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be **printed and signed by you**, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving SWA1248
On 12/9/05 at 0113 (UTC). My name is ROBERT D/KN/71 (BK).
I am employed as an air traffic control specialist by the FAA at the Chicago
Midway Airport Traffic Control Tower. I was working the FD/CD position
from 0108 10303 (UTC).

Text of Statement:

DUE TO SNOW AND LOW VISIBILITY I DID NOT
OBSERVE SWA1248. I DID HEAR ZT SAY
THAT THE 31C LOC IS IN ALARM. SECONDS LATER
LG SAID THAT SWA1248 REPORTED GOING OFF
THE END OF THE RUNWAY

Signature

Date

12-8-05

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

PERSONNEL STATEMENT

1. NAME OF REPORTING FACILITY:
Chicago Midway ATCT

2. REPORT NUMBER:
MDW-ATCT-0237

3. AIRCRAFT IDENTIFICATION AND TYPE:
SWA1248 - B737

4. LOCATION OF ACCIDENT/INCIDENT: ~~CHICAGO~~
~~150' NW of MDW Airport~~ ^{ILLINOIS}
^{AK 5118/06}

5. DATE/TIME OF ACCIDENT/INCIDENT (UTC):
December 9, 2005: 0113UTC

6. EQUIPMENT ATTACHMENT:
☐ YES ☒ NO

7. NAME (OPERATING INITIALS):
Robert Knize (BK)

8. TITLE:
ATCS

9. POSITION AND TIME (UTC):
Flight Data / Clearance Delivery 0108/0303UTC

10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEIOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

11. TEXT OF STATEMENT: ☐ ORIGINAL ☒ SUPPLEMENTAL

I DO NOT REMEMBER WHAT THE VARIOUS SETTINGS OF THE
OPERATIONAL EQUIPMENT WERE AT THE TIME OF THE
ACCIDENT.

12. SIGNATURE OF WITNESS:


13. DATE OF SIGNATURE:
2-22-06

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
CHICAGO MIDWAY AIRPORT TRAFFIC CONTROL TOWER

ACTION: Complete in accordance with FAA Order 8020.11, Paragraph 75 Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw what and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident. Therefore, speculations, hearsay, opinions, conclusions, and/or extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving SWA1248
On 12/8/05 at 0114 (UTC). My name is Michael A. Julius (ZT).
I am employed as an air traffic control specialist by the FAA at the Chicago
Midway Airport Traffic Control Tower. I was working the ASCC position
from 2150 10145 (UTC).

Text of Statement:

While on ILS Runway 31C approach SWA1248 was cleared to land by LC. After SWA1248 passed through the intersection of Runway 4R a few seconds later I notice the localized for Runway 31C in alarm. I asked the GCI controlling about the vehicles and was there any trucks near the localized? Then the local controller advised me SWA1248 reported he went off the end of Runway 31C and needed assistance. I immediately called CFI to the departure end of Runway 31C. The end of the Runway was not visible from the tower.

Signature

Date

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

PERSONNEL STATEMENT

1. NAME OF REPORTING FACILITY:
Chicago Midway ATCT

2. REPORT NUMBER:
MDW-ATCT-0237

3. AIRCRAFT IDENTIFICATION AND TYPE:
SWA1248 - B737

4. LOCATION OF ACCIDENT/INCIDENT:
Chicago
150' NW of MDW Airport 12/9/05

5. DATE/TIME OF ACCIDENT/INCIDENT (UTC):
December 9, 2005: 0113UTC

6. EQUIPMENT ATTACHMENT:
☐ YES ☒ NO

7. NAME (OPERATING INITIALS):
Michael Julius (ZT)

8. TITLE:
OS

9. POSITION AND TIME (UTC):
AS / CIC: 2150 / 0145 UTC

10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEIOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

11. TEXT OF STATEMENT:

☐ ORIGINAL ☒ SUPPLEMENTAL

See Attached

I certify to the best of my knowledge and recollection, the above statement is correct. I do not remember what the various settings of the operational equipment were at the time of the accident.

12. SIGNATURE OF WITNESS:

13. DATE OF SIGNATURE:

2/23/06

MDW-ATCT-0237
SWA1248

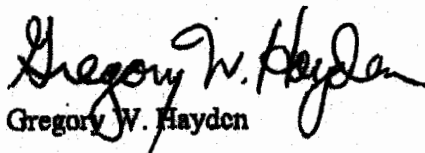
Section 14.
Weather Products

MDW - ATCT - 0237
SWA1248

METAR KMDW ATCT 090053Z 10011KT 1/2SM SN FZFG BKN004 OVC014 M03/M05 A3006
RMK A02 SLP196 R31C/4500FT SNINCR 1/10 P0000 T10331050

SPECI KMDW ATCT 090137Z 16005KT 1/4SM +SN FZFG VV002 M04/M05 A3005 RMK A02
R31C/3000FT P0000

I certify that this is a true copy of the original which was available to the controller.


Gregory W. Hayden

